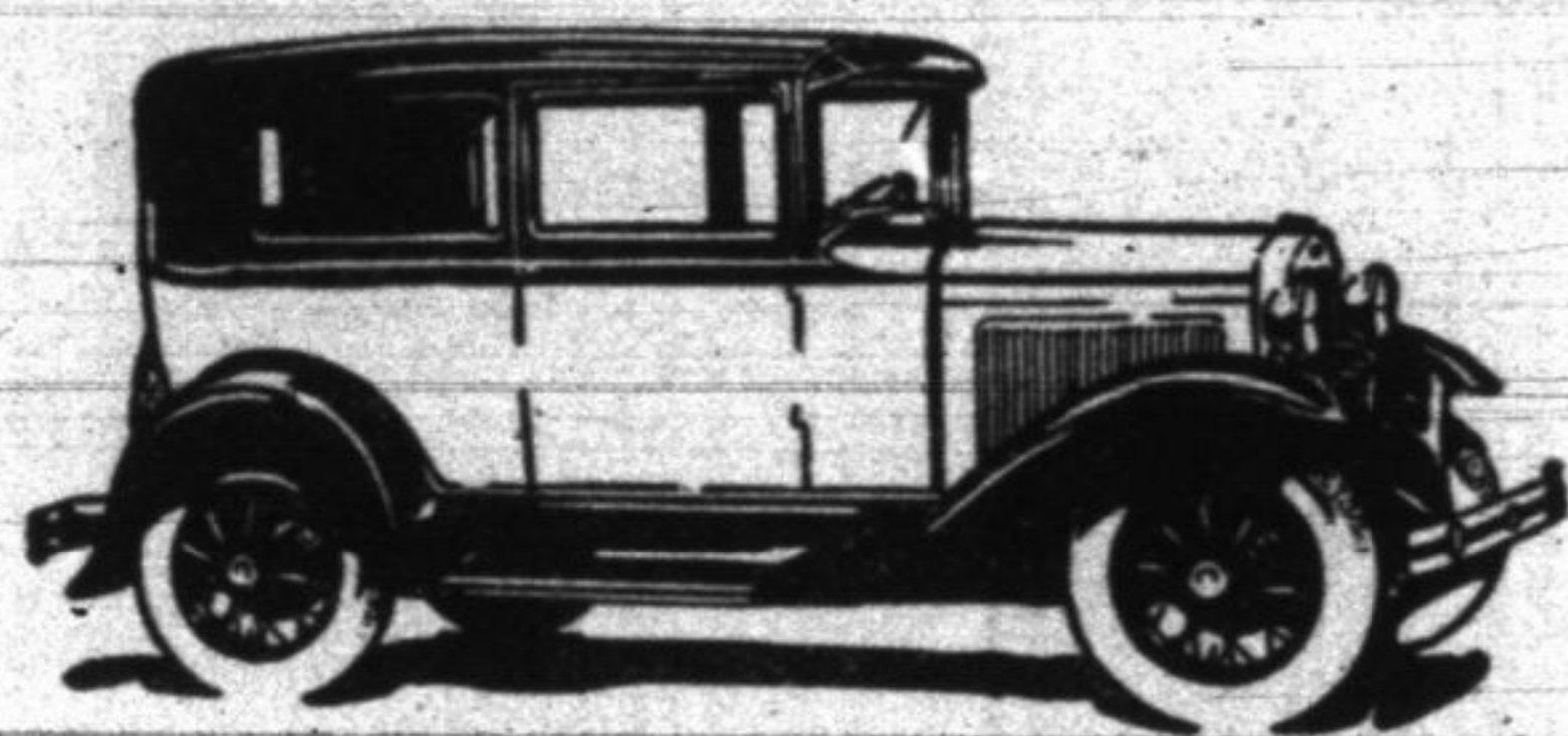


"Why
My Next Car
will be
A FORD"



WHEN you buy a Ford there are two things you never have to worry about. One is reliability. The other is long life.

Here's an interesting letter from a Ford owner in North Carolina:

"My Ford was purchased May 8, 1928, and has been run 121,767 miles. It has never stopped on the road for repairs of any kind whatsoever except punctures.

"The brakes were relined at 101,000 miles. My gas mileage averaged 21 miles to the gallon, and on tires, 19,000 miles per tire. I travel over all kinds of road conditions—mountainous and flat.

"I consider this a wonderful record and I assure you my next car will also be a Ford."

This is just one of many tributes to the reliability and long life of the Ford. A Ford owner in Iowa tells of driving his Ford 73,000 miles in a single year. Another writes of 120,000 miles of good service.

Think ahead when you are considering the purchase of an automobile and consider what it will be like after thousands of miles of driving. Will you still be satisfied? Will you still say "it's a great car"?

If it's a Ford, you know everything will be O. K. It will be taking you there and back in good style, just as it has always done. And you will have saved many important, worth-while dollars in cost of operation and up-keep and low yearly depreciation.

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\$430 TO \$640

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**TIFFANY TAKES STARS
FROM THREE DEPUTIES**

**Alleges Misuse of Insignia; Acts
in Response to Complaints
from Citizens**

Three deputy sheriffs, one of them a supervisor from Benton township, were stripped of their powers and their stars turned in to Sheriff Lester Tiffany last week. The sheriff said that this order followed an investigation of what he described as their "towing racket" activities.

Those who turned in their stars are William Pocklington, a supervisor; John T. Johnson, Winthrop Harbor justice of the peace, and Hollis Austin, a garageman.

These three, according to the sheriff, have been patrolling the highways over the northern part of the county and taking charge at the scene of automobile accidents, towing the damaged cars to their garages.

Many Complaints

In some instances, the sheriff alleges, they have seized abandoned automobiles and cars that have been wrecked and whose owners have sought to call the sheriff's office.

In several cases, the sheriff continues, cars have been towed away to the garages by these men while deputies from the sheriff's office have been enroute to the scene of the accident in response to a call from one of the

parties to the crash. When the deputies arrived, they found a bewildered car owner, unable to tell them where his damaged machine had been taken, Tiffany charges.

To Quiz Other Deputies

According to the sheriff, in other cases, drivers responsible for accidents, have been whisked away by members of the so-called "towing gang."

Several other special deputies were also to be quizzed by Sheriff Tiffany to ascertain if they have had any part in what the sheriff calls "a deplorable racket."

"This practice has to stop," Tiffany declared today. "We have been receiving calls several times a week from victims of our 'deputies,' who they think are operating out of this office."

Denies Charges

In a statement issued later, Hollis Austin, a Waukegan garageman, entered a denial to charges made by Sheriff Lester Tiffany that he has been engaged in what the sheriff described as a "towing racket."

"As an operator of a garage, I have towed in many automobiles, but always at the direction of the owners," Mr. Austin said. "In all accidents, the sheriff's office has been promptly notified, and no driver has ever been whisked away from the scene of the crash either by myself or any of my employes."

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Every Wednesday evening—a BRIDGE DINNER;
Every Thursday afternoon—a BRIDGE LUNCHEON.

Mr. Plank, a former corporation and financial attorney and graduate of the College of Law of the University of Minnesota is a member of the National Bridge Association, and a qualified member-teacher of the Culbertson National Bridge Studios of New York City, and has the active and personal co-operation and counsel of Mr. Culbertson in teaching the Culbertson "approach-forcing" system of Contract Bridge.

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